

SR 510 Yelm Loop Frequently Asked Questions

1. How was the current alignment selected? Were other alignment alternatives considered?

The SR 510 Yelm Loop alignment was established in the Environmental Assessment (EA) published in February 2000. The EA examined multiple alignment alternatives and analyzed the impacts of each alternative. The public was included in the process through public meetings and their comments were incorporated into the EA. In 2005, WSDOT received legislative funding for design and purchase of right of way for the SR 510 Yelm Loop Project. WSDOT reviewed the proposed alignment that was established in the February 2000 EA to ensure that it fulfilled the project goal of providing regional traffic traveling on existing SR 510 and SR 507 an alternate route around downtown Yelm, while alleviating congestion on Yelm Avenue. When the EA was published, the selected alignment option had fewer residential, business, and access impacts, when compared to the other alternatives. Other than a minor alignment readjustment between Cullens Rd. and Killion Rd. to minimize developmental impacts, the current alignment matches the alignment established in 2000.

2. Will WSDOT purchase property remainders that are created by the highway right-of-way?

The Department acquires all property and property rights needed for specific projects in accordance with Chapter 8.26 RCW. State law requires that “just compensation” be paid for the acquisition of property or property rights, including access rights, losses in property value or damages, if any, to the remaining property, which could also include the effects upon an adjoining property. If only a portion of a property is needed for the project and the remaining property is determined to have little value or utility, WSDOT will offer to purchase it. An example of this would be if the remainder is landlocked and doesn’t have reasonable access to a county or city road.

For more information on the property acquisition process, there are several brochures on the Real Estate Services webpage located at: <http://www.wsdot.wa.gov/realestate/>

3. Can I request my property to be purchased now?

The Legislature allocated funding to purchase property over six years with the last allotment being provided in 2011. The Department sets priorities for early acquisition based upon a number of criteria. The criteria for early acquisition are (highest priority to lowest priority):

- imminent development – which would dramatically increase the cost of acquisition;

- property owner hardships – for reasons beyond the owner’s control they need to sell the property in a timely manner; and
- willing seller – property owner has requested early acquisition, but does not have a hardship, “first come, first served” basis.

Currently, WSDOT is working on appraisals for both imminent development parcels and several willing seller parcels. These properties under appraisal are expected to expend all of the available funding through June 2007. The number of property acquisitions which occur each year is limited by the annual allotment of funding to purchase right of way.

4. Has WSDOT analyzed noise impacts and how does WSDOT determine the need for noise mitigation?

WSDOT is required by law to analyze and mitigate for highway noise impacts on federally funded projects constructing new roadway where it is reasonable and feasible. The criteria established for noise barrier mitigation is based on anticipated increase in decibel noise level, effectiveness of noise barrier in reducing noise, and noise mitigation cost per residence. A Noise Impact and Mitigation Analysis report was produced in April 2005 for the Yelm Loop project. The View Royale subdivision along the south side of SR 510, between Crystal Springs Road and Rhoton Road, was the only area of the project that met all the above criteria for installing a new noise barrier. For additional information regarding noise mitigation, please visit our Environmental Services website at: http://www.wsdot.wa.gov/environment/air_noise/default.htm.

5. How is WSDOT dealing with all the new housing developments that are within or near the highway right-of-way?

On December 7, 2006, the SR 510 Mud Run Rd. Vicinity to SR 507 Vicinity Right Of Way and Limited Access Plans were approved and WSDOT is now in a position that allows condemnation of property. Prior to that date there were no regulations that prevented developers from moving forward with plat approval plans and placing lots within the conceptual SR 510 right-of-way. The conceptual SR 510 right-of-way had been included in these plat plans, but developers were only required to use this as a guide for their plat layout for locating streets and lots. To lessen the impacts to the project, the City of Yelm was able to dictate construction phasing as a condition of permit approval. This practice was used in the Mountain Sunrise development where the portion south of the conceptual SR 510 right-of-way was required to be constructed first. Now that the right-of-way plan is approved, WSDOT is moving forward with property acquisition on several large properties along the alignment that have the potential to become platted developments.

6. Why does the right-of-way appear to be wider in some locations?

The original SR 510 corridor specified a standard 120-foot right-of-way width which did not take into consideration the treatment of stormwater runoff. The current design fully accommodates treatment of stormwater in accordance with current environmental

regulations and requires additional right of way in some locations to accommodate ponds and infiltration ditches.

7. How will WSDOT determine whether a well and/or septic system is impacted by the project and what is the process for relocating impacted wells and septic systems?

Wells and septic systems that are within the new highway right-of-way may need to be relocated prior to highway construction. Cost of relocating wells or septic systems will be determined as part of the appraisal process or by separate agreement with the property owner. Wells within close proximity to stormwater infiltration facilities and determined to be impacted will be examined during the acquisition process to determine if relocation is necessary.